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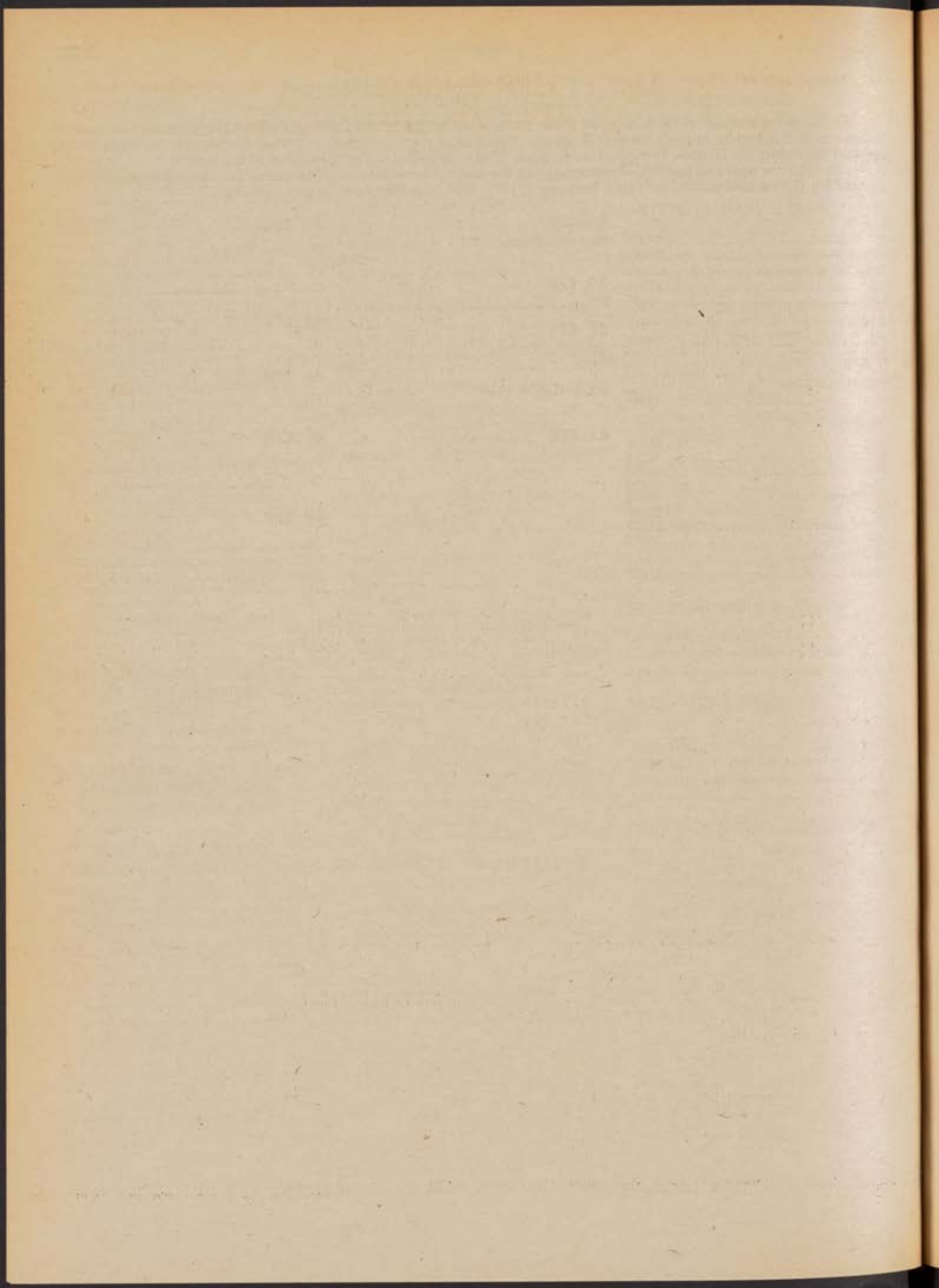
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A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1971, and specifies how they are affected.

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Title 7—AGRICULTURE

Chapter VII—Agricultural Stabilization and Conservation Service (Agricultural Adjustment), Department of Agriculture

SUBCHAPTER D—PROVISIONS COMMON TO MORE THAN ONE PROGRAM

PART 796—HARVESTING OF MARIHUANA OR OTHER SUCH DRUG-PRODUCING PLANTS FOR ILLEGAL USE

Sec.

796.1 Applicability.

796.2 Prohibition against payments to producers or participants.

AUTHORITY: The provisions of this Part 796 issued under section 508, Public Law 92-73, 85 Stat. 201 (1971).

§ 796.1 Applicability.

This part is applicable to all programs set forth in this Title 7, administered by the Agricultural Stabilization and Conservation Service, and the Naval Stores Conservation Program (Part 706 of this chapter, as amended), under which production or other payments, including wheat marketing certificates, are made to producers or program participants.

§ 796.2 Prohibition against payments to producers or participants.

Notwithstanding any other provision of the programs to which this part is applicable, no payment or wheat marketing certificate shall be made after August 10, 1971, to any producer or program participant who, after August 10, 1971, harvests or knowingly permits to be harvested for illegal use, marihuana or other such prohibited drug-producing plants on any part of the lands owned or controlled by such producer or participant. Prohibited plants include marihuana (*cannabis sativa*), opium poppies (*papaver somniferum*), coca bushes (*erythroxylum coca*), cacti of the genus *lophophora*, and other drug-producing plants, the planting, growing, or harvesting of which is prohibited by Federal or State law.

Effective date. Since the legislation necessitating the issuance of these regulations was approved by the President on August 10, 1971, it is impracticable and unnecessary to comply with the notice and public procedure provisions of 5 U.S.C. 553. Accordingly, this part is effective as of August 11, 1971.

Proposals for amendment or modification of the regulations insofar as they relate to 1972 are invited. The proposals should be accompanied by a written statement in explanation and support of the proposals and addressed to the

Deputy Administrator, State and County Operations, ASCS, U.S. Department of Agriculture, Washington, D.C. 20250. All submissions must, in order to be sure of consideration, be received not later than 30 days from the date of publication of this part in the FEDERAL REGISTER. All written submissions made pursuant to this notice will be made available for public inspection in the office of the Deputy Administrator during regular business hours (8:15 a.m. to 4:45 p.m.)

Signed at Washington, D.C., on October 20, 1971.

KENNETH E. FRICK,
Administrator, Agricultural Stabilization and Conservation Service.

[FR Doc.71-16195 Filed 11-4-71; 8:48 am]

Chapter VIII—Agricultural Stabilization and Conservation Service (Sugar), Department of Agriculture

SUBCHAPTER B—SUGAR REQUIREMENTS AND QUOTAS

[Sugar Reg. 815.12 (Rescission)]

PART 815—ALLOTMENT OF DIRECT CONSUMPTION PORTION OF THE MAINLAND SUGAR QUOTA FOR PUERTO RICO

Calendar Year 1971

This rescission of a regulation is issued under section 205(a) of the Sugar Act of 1948, as amended (hereinafter called the Act), for the purpose of rescinding sugar regulation 815.12 (36 F.R. 11), which established allotments of the direct-consumption portion of the mainland sugar quota for Puerto Rico for the calendar year 1971. It is hereby found and determined to be unnecessary to continue in effect the allotments of the direct consumption portion of the mainland sugar quota for Puerto Rico for 1971 and § 815.12 of this chapter is hereby rescinded.

Bases and considerations. The production of sugar in Puerto Rico for marketing during 1971 was substantially less than that estimated when a finding was made that the allotment of the direct-consumption portion of the mainland quota for Puerto Rico was necessary. In addition the quantity of raw sugar received for refining by Puerto Rican refiners in 1971 was much less than the quantity needed to supply local consumption needs and fill the mainland direct-consumption quota for the area. On the basis of letters recently received from individual allottees less than 91,000 short tons, raw value, will be marketed in 1971 within the 168,000 short tons, raw value, direct-consumption quota

established for the area. It is herein found that the rescission of the allotment of the direct-consumption portion of the mainland quota for Puerto Rico will not lead to disorderly marketing and will not prevent all interested persons from having an equitable opportunity to market sugar within the quota.

(Secs. 205, 209, 403; 61 Stat. 926, as amended, 928, as amended, 932; 7 U.S.C. 1115, 1119, 1153)

Effective date. The allotment of the direct-consumption portion of the mainland quota for Puerto Rico currently in effect restricts unnecessarily the marketing of one individual allottee at this time. Therefore, it is hereby determined and found that compliance with the notice, procedure, and effective date requirements of 5 U.S.C. 553 is unnecessary, impracticable, and contrary to the public interest and, this rescission of § 815.12 of this chapter (Sugar regulation 815.12) shall be effective when published in the FEDERAL REGISTER.

Signed at Washington, D.C., November 1, 1971.

KENNETH E. FRICK,
Administrator, Agricultural Stabilization and Conservation Service.

[FR Doc.71-16196 Filed 11-4-71; 8:48 am]

Title 8—ALIENS AND NATIONALITY

Chapter I—Immigration and Naturalization Service, Department of Justice

PART 214—NONIMMIGRANT CLASSES

Entertainers

Reference is made to the notice of proposed rule making which was published in the FEDERAL REGISTER on September 23, 1971 (36 F.R. 18870) pursuant to section 553 of Title 5 of the United States Code (80 Stat. 383) and in which there was set out the proposed amendment to § 214.2(h)(8) pertaining to certain nonimmigrant entertainers and their appearance on a bona fide charity show. The representation which was received concerning the proposed rule of September 23, 1971, has been considered. For the purpose of clarification, the proposed rule has been amended by adding immediately after the word "compensation" a comma followed by the words "including reimbursement for expenses." The proposed rule, as modified, is hereby adopted:

Subparagraph (8) *Special classes of paragraph (h) Temporary employees of*

§ 214.2 *Special requirements for admission, extension, and maintenance of status* is amended by inserting the following sentence between the existing third and fourth sentences thereof: "A show shall not be considered as 'a bona fide charity show' within the meaning of this subparagraph if any of the musicians, entertainers, or other performers receive compensation, including reimbursement for expenses, for their performance therein."

(Sec. 103, 66 Stat. 173; 8 U.S.C. 1103)

The basis and purpose of the above-prescribed regulation is to clarify the meaning of "a bona fide charity show" for the purpose of appearance therein of certain nonimmigrant entertainers.

Effective date. This order shall become effective on January 1, 1972.

Dated: November 1, 1971.

RAYMOND F. FARRELL,
Commissioner of
Immigration and Naturalization.

[FR Doc. 71-16197 Filed 11-4-71; 8:48 am]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

[Docket No. 11479; Amdt. Nos. 23-12, 25-30, 27-7, and 29-9]

AIRWORTHINESS STANDARDS

Position Light System Dihedral Angles

The purpose of these amendments to §§ 23.1387, 25.1387, 27.1387, and 29.1387 of the Federal Aviation Regulations is to permit the installation of rear position lights with minor obstructions in the field of coverage.

Sections 23.1387, 25.1387, 27.1387, and 29.1387 presently require, in part, that the rear position light show unbroken light within a dihedral angle formed by two intersecting vertical planes making angles of 70° to the right and left, respectively, of a vertical plane passing through the longitudinal axis. Other related provisions of the regulations require that the rear position light be mounted as far aft as practicable.

In certain aircraft designs incorporating swept vertical tail surfaces, the obstructed visibility requirements may be met only by locating the rear position light on the trailing edge of the rudder. Because this location may cause a number of problems, including complex electrical installation and adverse rudder flutter characteristics, some manufacturers consider the aftmost tip of the fuselage to be a more suitable location. Thus, while the rudder position may be farther aft, the fuselage location is as far aft as is practicable. At the same time, however, the fuselage location does not comply with the obstructed visibility requirements where parts of the rudder and vertical stabilizer of a swept tail pro-

ject into space required to be unobstructed.

For aircraft having this problem, the obstruction resulting from use of the aft fuselage location would, nevertheless, be relatively small because of the thinness of the vertical stabilizer and rudder. Moreover, the obstruction occurs at a high angle above the longitudinal axis of the aircraft so that except for the near-zenith position, the rear position light shows unbroken light.

Related requirements for position lights allow diminishing light intensity with increasing angle above or below the horizontal. Thus, for angles 40° and more above and below the horizontal plane, the position light intensity need be only 5 percent of the light intensity in the horizontal plane. This provision thus recognizes that the significance of a position light decreases as zenith is approached.

A provision similar to that being here established for the rear position light already exists with respect to the anticollision light. In this connection, minor visibility obstructions permitted in the rearward direction in the field of coverage of the anticollision light have been determined not to be detrimental to safety.

In light of the foregoing, obstructions within the dihedral angle in which the rear position light must show, which do not exceed 0.04 steradians in coverage and which occur within 30° of a vertical line through the rear position light, would not adversely affect safety. In addition, these amendments permitting minor obstructions in the field of coverage of rear position lights are consistent with the provisions of §§ 23.1385(c), 25.1385(c), 27.1385(c), and 29.1385(c) which recognize practicable considerations in the location of rear position lights.

For the foregoing reasons and since these amendments relieve a restriction and impose no additional burden on any person, I find that notice and public procedure thereon are unnecessary and that good cause exists for making them effective on less than 30 days notice.

In consideration of the foregoing, Parts 23, 25, 27, and 29 of the Federal Aviation Regulations are amended as follows, effective November 5, 1971:

PART 23—AIRWORTHINESS STANDARDS: NORMAL, UTILITY, AND ACROBATIC CATEGORY AIRPLANES

1. Section 23.1387 is amended by amending paragraph (a) and adding a new paragraph (e) to read as follows:

§ 23.1387 Position light system dihedral angles.

(a) Except as provided in paragraph (e) of this section, each forward and rear position light must, as installed, show unbroken light within the dihedral angles described in this section.

(e) If the rear position light, when mounted as far aft as practicable in accordance with § 23.1385(c), cannot show unbroken light within dihedral angle A (as defined in paragraph (d) of this sec-

tion), a solid angle or angles of obstructed visibility totaling not more than 0.04 steradians is allowable within that dihedral angle, if such solid angle is within a cone whose apex is at the rear position light and whose elements make an angle of 30° with a vertical line passing through the rear position light.

PART 25—AIRWORTHINESS STANDARDS: TRANSPORT CATEGORY AIRPLANES

2. Section 25.1387 is amended by amending paragraph (a) and adding a new paragraph (e) to read as follows:

§ 25.1387 Position light system dihedral angles.

(a) Except as provided in paragraph (e) of this section, each forward and rear position light must, as installed, show unbroken light within the dihedral angles described in this section.

(e) If the rear position light, when mounted as far aft as practicable in accordance with § 25.1385(c), cannot show unbroken light within dihedral angle A (as defined in paragraph (d) of this section), a solid angle or angles of obstructed visibility totaling not more than 0.04 steradians is allowable within that dihedral angle, if such solid angle is within a cone whose apex is at the rear position light and whose elements make an angle of 30° with a vertical line passing through the rear position light.

PART 27—AIRWORTHINESS STANDARDS: NORMAL CATEGORY ROTORCRAFT

3. Section 27.1387 is amended by amending paragraph (a) and adding a new paragraph (e) to read as follows:

§ 27.1387 Position light system dihedral angles.

(a) Except as provided in paragraph (e) of this section, each forward and rear position light must, as installed, show unbroken light within the dihedral angles described in this section.

(e) If the rear position light, when mounted as far aft as practicable in accordance with § 27.1385(c), cannot show unbroken light within dihedral angle A (as defined in paragraph (d) of this section), a solid angle or angles of obstructed visibility totaling not more than 0.04 steradians is allowable within that dihedral angle, if such solid angle is within a cone whose apex is at the rear position light and whose elements make an angle of 30° with a vertical line passing through the rear position light.

PART 29—AIRWORTHINESS STANDARDS: TRANSPORT CATEGORY ROTORCRAFT

4. Section 29.1387 is amended by amending paragraph (a) and adding a new paragraph (e) to read as follows:

§ 29.1387 Position light system dihedral angles.

(a) Except as provided in paragraph (e) of this section, each forward and rear position light must, as installed, show unbroken light within the dihedral angles described in this section.

(e) If the rear position light, when mounted as far aft as practicable in accordance with § 29.1385(c), cannot show unbroken light within dihedral angle A (as defined in paragraph (d) of this section), a solid angle or angles of obstructed visibility totaling not more than 0.04 steradians is allowable within that dihedral angle, if such solid angle is within a cone whose apex is at the rear position light and whose elements make an angle of 30° with a vertical line passing through the rear position light.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, 49 U.S.C. 1354(a), 1421, and 1423, sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Washington, D.C., on October 28, 1971.

K. M. SMITH,
Acting Administrator.

[FR Doc.71-16166 Filed 11-4-71;8:45 am]

[Docket No. 71-CE-13-AD; Amdt. 39-1327]

PART 39—AIRWORTHINESS
DIRECTIVES

Cessna Series Airplanes

Amendment 39-1323 (36 F.R. 20417) effective October 23, 1971, applicable to Cessna 150, 172, 175, and 182 series airplanes is an airworthiness directive which requires, in part, immediate replacement of early type nose gear forks on aircraft which have accumulated 1,500 hours time in service. The Agency did not intend to require such replacement prior to January 1, 1972. In addition, after further evaluation it appears that a parts availability problem could develop. Accordingly, Paragraph C is being revised to allow a 300 hour grace period after January 1, 1972, to effect replacement of the discrepant nose gear forks.

Since this amendment is relaxatory in nature, compliance with the notice and public procedure provisions of the Administrative Procedures Act is not necessary and good cause exists to make this amendment effective in less than 30 days.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (31 F.R. 13697), § 39.13 of part 39 of the FAR's, amendment 39-1323 (36 F.R. 20417), is amended by changing Paragraph C so that it now reads as follows:

C. For those airplanes with 1,500 or more total hours time in service as of January 1, 1972, and for those airplanes upon the accumulation of 1,500 hours total time in service after January 1, 1972, within the first 300 hours time in service thereafter, replace earlier type forks with applicable nose gear fork P/N 0442503-497, 0543043-497, or 0543043-498 or newer nose gear forks identified in current Cessna parts catalogs.

This amendment becomes effective November 9, 1971.

(Secs. 313(a), 601 and 603, Federal Aviation Act of 1958, 49 U.S.C. 1354(a), 1421 and 1423, sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Kansas City, Mo., on October 27, 1971.

CHESTER W. WELLS,
Acting Director,
Central Region.

[FR Doc.71-16168 Filed 11-4-71;8:45 am]

[Docket No. 10982; Amdt. 39-1329]

PART 39—AIRWORTHINESS
DIRECTIVES

Hawker-Siddeley Model DH-125
Airplanes

Amendment 39-1251 (36 F.R. 13776), AD 71-16-2 requires modification of the Rotax voltage sensing unit on Hawker-Siddeley Model DH-125 airplanes. After issuing Amendment 39-1251 (AD 71-16-2), the FAA has determined that, through inadvertence, the applicability statement of the AD is erroneous in that it fails to limit applicability of the AD to the specific serial number airplanes that require the modification. Therefore, the AD is being amended to limit its applicability to specific Hawker-Siddeley Model DH-125 series 1A and 1A-522 airplanes.

Since this amendment corrects the applicability statement and imposes no additional burden on any person, notice and public procedure hereon are unnecessary and the amendment may be made effective in less than 30 days.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (14 CFR § 11.89), § 39.13 of Part 39 of the Federal Aviation Regulations, Amendment 39-1251 (36 F.R. 13776), AD 71-16-2, is amended by amending the applicability statement to read:

HAWKER-SIDDELEY AVIATION, LTD. Applies to Hawker-Siddeley Model DH-125 series 1A serial numbers 25013, 25014, 25016, 25018, 25021, 25022, 25026, 25027, 25030, 25031, 25034 through 25039, 25042, 25051 through 25053, 25057, and 25058; and series 1A-522 serial numbers 25017, 25020, 25023, 25029, 25032, 25033, 25043, 25046, 25047, 25060, 25064, 25065, 25066, 25068, 25070, 25073, through 25075, 25078, 25079, 25082 through 25084, 25086 through 25088, 25091, 25093, and 25095 airplanes.

This amendment becomes effective November 5, 1971.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, 49 U.S.C. 1354(a), 1421, and 1423, sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Washington, D.C., on October 29, 1971.

R. S. SLIFF,
Acting Director,
Flight Standards Service.

[FR Doc.71-16169 Filed 11-4-71;8:45 am]

[Docket No. 71-SO-115; Amdt. 39-1328]

PART 39—AIRWORTHINESS
DIRECTIVES

Grumman G-159 Airplanes

A proposal to amend Part 39 of the Federal Aviation Regulations to include an airworthiness directive requiring inspection of the wing to fuselage fittings for cracks and repair, if necessary, on Grumman Model G-159 airplanes was published in the FEDERAL REGISTER, 36 F.R. 12696.

Interested persons have been afforded an opportunity to participate in the making of the amendment. No objections were received.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (31 F.R. 13697), § 39.13 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive.

GRUMMAN. Applies to all Model G-159 airplanes.

Compliance required as indicated.

To detect cracking in the wing to fuselage attachment fittings at butt line 9 of Grumman Model G-159 airplanes, accomplish the following:

a. Within 6 months time in service after the effective date of this AD, unless already accomplished, inspect the wing to fuselage attachment fittings, P/Ns 159WM10064 and 159WM10065 (P/N 159WM10223 assembly), and P/N 159WM10045 at butt line 9 left and right, wing front beam for cracks, deformation, gaps, or improper shimming in accordance with Grumman Gulfstream I Aircraft Service Change No. 190, dated June 28, 1971, or later FAA approved revision or in a manner approved by the Chief, Engineering and Manufacturing Branch, FAA Southern Region.

b. If cracks, deformation, gaps, or improper shimming are found when conducting the inspection required by paragraph a., within 100 hours time in service after detection correct in accordance with Aircraft Service Change 190 or in a manner approved by the Chief, Engineering and Manufacturing Branch, FAA Southern Region.

c. Upon request of the operator, an FAA maintenance inspector, subject to prior approval of the Chief, Engineering and Manufacturing Branch, FAA Southern Region, may adjust the inspection time to coincide with inspections for wing corrosion required by AD 67-4-1.

This amendment becomes effective November 26, 1971.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, 49 U.S.C. 1354(a), 1421, and 1423, sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in East Point, Ga., on October 27, 1971.

JAMES G. ROGERS,
Director, Southern Region.

[FR Doc.71-16170 Filed 11-4-71;8:46 am]